

During last week, it being Superior Court week, we had the pleasure of seeing and conversing with a number of gentlemen of our party from the country. We were pleased to hear them talk as they did on the necessity of unanimity in our party, and strongly approve of the recommendation of the meeting of the 13th of March last, calling a County Convention. From all we can learn, there is a probability that every District in the County will be represented in the Convention. This is as it should be. Every District should feel the necessity of being represented, and it is to be hoped that such will be the case.

Mr. SHEPARD, the mover of the resolutions calling the County Convention, has requested us to state, upon his behalf, that when in town last week he understood from some of our Democratic friends that the precise meaning of the last resolution was not fully comprehended. Mr. S. requests us to state that, in moving that resolution he intended it to confer upon the Convention authority to nominate candidates for the State Legislature, and also for the office of Sheriff of the County, and he believed that this was the understanding of the meeting which passed the resolutions. He deems it proper to make this statement at the earliest possible opportunity, in order to prevent any further misconception.

Honors to Mr. Calhoun's Remains.

All along the route from Washington City to Charleston, the people and the authorities united to honor in paying their last tribute of respect to all that remains of the illustrious statesman of So. Carolina. On the morning of the 22d ult., the cortege of some thirty carriages, containing the Committees, Fall-bearers, etc., proceeded with the body from the Congressional Burying Ground in Washington City, to the Steamboat landing, and at 9 o'clock, the boat rounded from the pier, and simultaneously the lingering crowd uncovered in token of respect, and bade the illustrious dead a mute farewell. At Aquia Creek, an extra train was in readiness to convey the Remains and the Committees to Richmond, where the State and City authorities vied with each other in paying respect to the dead, and attention to the living. About noon on Tuesday, the 23d, the Remains, in charge of the several Committees and accompanied by a detachment of the Richmond Eagle Artillery, reached Petersburg, Va., where they remained to await the departure of the evening train for Wilmington. The Remains were escorted to the Episcopal Church by a procession of the different military companies, and societies of the City; and there placed under a guard of honor, detached from each of the Volunteer companies. It was intended that the cars with the Remains should reach this place (Wilmington) at 12 o'clock on Wednesday, the 24th, which would have allowed a stoppage of three hours or more here, and have afforded our citizens an opportunity of testifying their respect for Mr. CALHOUN's memory more fully than the brief stay made here would admit of. The cars arrived about two o'clock, and a procession was formed from the Railroad down to the dock where the steamboat *Nina*, of Charleston, and *Gov. Dudley*, belonging to the Railroad Company, were in readiness to convey the Remains and the various Committees to Charleston. The procession here was purely civic in its character—emphatically a demonstration of the people. The various societies—Masonic, Odd Fellows, Sons of Temperance, and others were out, but simply in citizen's dress; all business was suspended—every one seemed imbued with the spirit of the hour; and although it may be that other receptions were more imposing, none could have been more universal or more sincere.

Between eight and nine o'clock on Thursday morning, the *Dudley*, on board which was the Wilmington delegation, landed her mails and through passengers at the Company's wharf in Charleston, and then, with the Committee still on board, ran down the harbor to meet the *Nina*, which had just come in sight, having the U. S. Revenue Cutter in tow. The Cutter was tastefully draped in mourning; her yards fastened with crepe, and crepe around her ports; and minute guns were fired from her sides during the progress of the boats through the harbor. It still wanting more than an hour of the time appointed for the landing of the Remains, a sort of marine procession was formed, the *Nina* leading, towing the Cutter, and followed by the Wilmington and Savannah line-boats, and the tow-boat Pilot. As the boats swept slowly up and down the harbor, their flags at half-mast, and in mourning, and firing guns at intervals, the scene, viewed from the shore, must have been highly impressive. At 11 o'clock precisely, the remains were landed and were received by the special guard of honor, and by a detachment of soldiers, and placed in the magnificent funeral car, in which they were conveyed to the Citadel Square, where the ceremonies of delivery, &c., were gone through with. The scene at this point was splendid. All the bodies designed to participate in the procession, were here drawn up; and in the most perfect order. We question very much whether any other city in the country, of the same population as Charleston could get up so imposing a parade. We have seen many longer processions, but never any distinguished by better taste, or conducted in a more solemn and impressive manner.

All along the route, perhaps two miles in length, the buildings, both public and private, were hung in black, and it seemed as though the whole population was in the street. The streets not on the route appeared to be deserted.

Our place in the procession precludes the possibility of giving anything like a description of the ceremonies; we would therefore refer the reader to the account which we copy from the *Charleston Mercury* of the 29th ult.; but before we conclude we must beg leave to return our most sincere acknowledgments, both as an individual, and as a member of the Wilmington Committee, to the Special Committee and generous hospitality will dwell in our memory as long as the recollections of him to whose virtues we united in paying tribute, and before either are forgotten, we ourselves shall be carried to the silent tomb.

The publishers have placed upon our table, *The United States Railroad Guide* for March. This is a valuable work for travellers. Published by GEORGE R. HOLBROOK & Co., No. 43 Ann Street, New York, at 124 cents per copy.

GODEY, for May, is on our table. Quite a pretty number, with tales which remind us of the days—not so long gone—when the "venerable" Editor did "go a-maying." There is a picture of a dog chewing up the leg of a deprecator of flowers, which is perfectly pathetic, to say nothing of the moral lesson it inculcates.

CENTRAL RAILROAD.—The Greensboro' Patriot makes a statement, founded upon the best information, from which it appears that only \$11,000 are required to complete the subscription to the Central Road.

The German population of the United States is estimated at 4,000,000.

There is actually nothing doing in Congress at present, nor will there be until after the settlement of the slavery question, which cannot be effected under three weeks or a month. It is probable that Mr. Foote's Committee of Thirteen will report next Monday or Tuesday, and their report, the probable import of which we have already given, will pass the Senate, although it will be opposed by all the Free Soil influences, with Mr. BEXTON at their head. It is also confidently asserted that it will obtain a respectable majority in the House. But all this will take time, and the dog days may find the matter uncompleted. It is quite probable that the present Congress will be virtually only one session, with a recess of perhaps two or three weeks, between this and the fourth of March next.

Railroads in the United States.

The following table will exhibit the number of miles of Railroad completed and in operation in the United States on the first of January last:

Maine	199	South Carolina	232
New Hampshire	381	Georgia	630
Vermont	276	Florida	54
Massachusetts	1,143	Alabama	113
Rhode Island	62	Louisiana	24
Connecticut	431	Mississippi	97
		Tennessee	28
Total N. England	2,492	Kentucky	29
New York	1,236	Ohio	288
New Jersey	233	Indiana	83
Penn'a (about)	950	Illinois	96
Delaware	17	Michigan (about)	400
Maryland	36		
Virginia	371	Total, miles	8,001
North Carolina	254		

The cost of this 8001 miles of Railroad is about \$205,000,000, and exceeds the Banking capital of the United States. The aggregate net income is about 2 per cent. on the investment. Probably one half of the roads never have paid, and never will pay a dividend. From this it is evident that as a general thing, Railroads in this country will not pay as an investment of capital, and that until our country is more closely settled, some cheaper mode of intercommunication must be resorted to. Our own opinion is, that plank roads are better suited to the present wants and resources of our own State, and indeed of almost all the Southern, and most parts of the Northern States. With such a general railroad system as is contemplated by some of our economists, the capital invested in the means of transit would soon exceed that engaged in production. Except upon the main lines of travel, plank roads, canals, even turnpikes, are better calculated to promote the industry and develop the resources of the country than railroads, because they would not cause such a drain of capital from the ordinary channels of trade, and would be sufficient to do all the business which the railroads now do, and to do it at a more economical rate.

From Jamaica and the Isthmus.

The steamers Philadelphia and Crescent City, arrived at New York on Friday, the 27th ult., from Chagres, both having left that port on the 15th ult., and both stopping at Jamaica. They bring no later news from California. The Panama says that it is estimated, that there are now in that place, about 3,000 Americans. The advance upon steamers' tickets to San Francisco, is from \$50 to \$150 from first cost. Sailing vessels are carrying to San Francisco for \$150—steamer, and \$200—cabin. Gen. Masquera has engaged 550 laborers for the Railroad Company, whose engagement will begin in June next.

The accounts from Jamaica are very unfavorable. The journals are principally filled with complaints of the depressed state of business and suggestions relative to engaging in the culture of cotton and other staples. Many of the islanders have taken shipping for California, and others are preparing to follow.

ARRIVAL OF THE U. S. SHIP OHIO.—On the evening of the 26th ult., the U. S. ship-of-the-line Ohio arrived at Boston, in seventy-six days from Rio Janeiro. During her voyage from Rio, five of her officers and eleven of the crew died of yellow fever, which broke out while in that port. The Ohio had been absent from the United States for four years, and had visited every port in the Pacific during her cruise.

HON. G. W. CALDWELL, of Mecklenburg, and WALTER L. STEELE, Esq., of Richmond county, have been appointed Delegates to the Nashville Convention from the Mecklenburg District.

NON-ARRIVAL OF THE STEAMER.—The British steamer which was due at Boston on Saturday last, has not yet made her appearance.

CHARGES A CITY.—The village of Chagres, New Grenada, has become a city. Col. M. K. TAYLOR, of Baltimore, having been elected Mayor by the Americans. The quiet people of New Grenada cannot understand this movement of the "Northern Barbarians."

MURDER IN PHILADELPHIA.—On Sunday last, a young man named PETER MYERS, a member of one of the Philadelphia Fire Companies, was set upon and murdered by two rowdies attached to a rival Company. The Coroner's Jury have returned a verdict in accordance with the facts. The perpetrators of the deed have not yet been discovered.

VIRGINIA ELECTION.—The elections held last week in Virginia, have resulted in a gain for the democrats, and in a most overwhelming majority for the Convention for the amendment of the Constitution. The election is for members of the Legislature, in which the democrats had a large majority last year. The question of Convention or no Convention is also submitted to the people. There seems to be considerable unanimity in favor of a Convention. A V. E. Senator will be elected by the Legislature next chosen. He will be a democrat of course.

NEW ORLEANS MUNICIPAL ELECTION.—The election for Municipal officers took place in New Orleans on the 22d ult. CROSSMAN, the former whig Mayor, was re-elected. There is a general democratic gain.

FATAL ACCIDENT.—On Monday last, while the walls of the United States bonded Warehouse in Water Street, New York, which had been burned last week, were being torn down, they fell with a tremendous crash, and buried thirteen persons under the ruins. Some were killed instantly, and others taken out in a terribly lacerated condition. Several of those recovered it is believed cannot survive long.

PROFESSOR WEBSTER.—A NEW TRIAL.—The Boston Post states, it is understood that the Counsel for Professor WEBSTER have taken out a writ of error, upon the ground that the order of the Municipal Court for certifying the indictment up to the Supreme Court was not fully set forth in said certificate by the Clerk of said Municipal Court.

STEAMBOAT EXPLOSION.—LOSS OF LIFE.—The steamer Anthony Wayne burst her boilers about one o'clock on Sunday morning, the 29th ult., while passing between the City of Cleveland, Ohio, and the town of Vermillion, and while opposite the latter place. The total loss in killed and missing is put down from 35 to 40 passengers. Eleven of the crew were lost. After the explosion, the *Elmira* was hailed. The killed, wounded, and those saved were put on board her and taken to Sandusky. The boat was old, and was insured for ten thousand dollars.

The bill for the divorce of EDWIN FORREST from his wife, was defeated in the Senate of Pennsylvania on the 16th ultimo, on the final vote by ayes 15, nays 18.

Fire in Savannah.

The Savannah Republican of the 25th ult., gives the following details of a destructive fire which occurred in that City on the morning of the 25th:

A fire broke out about half past 1 o'clock this morning in the wooden store corner of Jefferson and Congress sts., formerly owned and occupied by W. Waters, but now owned by James McIntyre and leased to W. B. Hale and others. The present occupants were about to make repairs, and the unfinished state of the work was the means of spreading the fire in all directions; and being almost surrounded by wooden buildings, it had made considerable progress before the engines could be got to work. It has been a long time since there has been a fire of any importance in the city, and we fear some of our citizens have not exercised the proper caution. A bathing house had recently been fitted up on the premises where the fire broke out, with stoves and other apparatus for heating water, and we fear it may have been the means of the present calamity, but we do not speak advisedly, as we write in haste, our form being all ready for the press. We are unable to give the names of the sufferers without detail.

W. B. Hale, shoe and clothing store; P. D. Hiltzheim, do; J. P. Linder, store General Merchandise; John Dillon, do; P. M. Russell, house; J. M. Flanagan, do; Mrs. Wilson, house; W. W. W. do; S. Fisher, do; R. Goldberg, two stores and house; W. Barnett, store and house; H. Silber, store and house; Wm. Henry, shoe store and house; Paine Lovell, boarding house; Mrs. Sawyer, house; H. A. Crane, do; Frederick Schwine, house; Dominick Desari, Barber shop; J. L. Martin, boarding house; Wm. Reddick, house; L. S. Hart, J. P. Office; E. F. Herd, E. J. Purse, Mrs. Sawyer, Misses Minis, Mrs. Marshall, and others whose names we have not been able to ascertain.

41 A. M.—The fire is still burning, but under control.

Further from Mexico.

The New Orleans Picayune has dates from Vera Cruz to the 13th, and from the city of Mexico to the 11th ult.

The assassination of the Deputy, Sr. Canedo, of which we have already had an account, has created the greatest excitement. The crime is said to have been dictated by political motives. A resolution was introduced into Congress to offer a reward of \$4,000. This was rejected, but a resolution passed pledging the use of every constitutional means for probing the matter. The extra session of Congress is approaching a close. It is said that the Government would not convene another.

The committee on public credit has reported a bill for the regulation of the foreign debt. It provides for a national fund of \$10,241,658, at 3 per cent. interest, to be applied exclusively to the English debt. For the sum of two millions of dollars a receipt in full is to be given to the United States for the indemnity due May, 1851, and for a million and a half a receipt is to be given for the amount due in 1851.

The Government employees, &c., only get half their salary this month. The treasury ran short. The cholera had not diminished. It had appeared at Queretaro, within fourteen leagues of the capital. In some places, as at Morelia, La Piedad, Silao and La Luz, the hurricane had driven the epidemic away.

At Piedad, containing a population of 3,000, about 1,000 had died. At many other points the disease was raging, and in some of them very violently.

BENTON AND FOOTE.—It seems likely that some fatal occurrence may yet grow out of the unhappy feud between Senators BENTON and FOOTE. It seems that, since the late fracas in the Senate, BENTON has threatened to horse-whip FOOTE, even at the risk of his life. If he attempts it, it will certainly be at that risk.

MORE GOLD.—The Steamer Ohio arrived at New York on the 23d ultimo from Chagres. She brings \$120,000 in gold dust, but no later news from San Francisco.

THE AMERICAN MAIL STEAMER ATLANTIC, left New York for Liverpool on Saturday, the 27th ult., at noon. She took out 125 passengers. As she is the largest steamer afloat, and a master piece of American naval architecture, much interest will be felt in the length of her voyage.

Mrs. PARTINGTON cannot see what chance Father MATTHEW can have in the South, since every cotton-planter must have his Gin.

For the Journal.

Democratic Meeting in Sampson County. On Monday, the 29th instant, a highly respectable portion of the Democratic party of the County of Sampson, assembled at the Court-House in Clinton, for the purpose of appointing delegates to the State Convention to meet at Raleigh, on the 13th of June, to nominate a candidate for Governor.

On motion, PATRICK MURPHY, Esq., was called to the Chair, and A. A. McKoy, Esq., appointed Secretary.

The Chairman explained the object of the meeting in a few pertinent remarks, and appointed a Committee of five, consisting of Thomas H. Holmes, Wm. Faison, Sen., Kilbee Lassiter, Col. Buckner Stith, and Wm. C. Draughton, to draft resolutions for the consideration of the meeting.

During the absence of the Committee, Josiah Johnson addressed the meeting.

The Committee reported, through Thos. H. Holmes, Esq., the following preamble and resolutions, which were unanimously adopted:

WHEREAS, It is expedient and necessary that the Democratic party of North Carolina should unite upon some suitable person as their candidate in the ensuing contest for the Governorship; and

RESOLVED, That we fully appreciate the necessity of holding a Democratic State Convention for the purpose of nominating a suitable candidate for the office of Governor.

Resolved, That we concur in the recommendation of the Democratic State Committee, designating the 13th of June as a suitable time, and the City of Raleigh as a suitable place, for holding said Convention.

Resolved, That we have the fullest confidence in the ability, integrity, and genuine worth of the Hon. JAMES C. DUNN, of Cumberland, and would respectfully recommend him to said Convention as a suitable person for the nomination; but that we will zealously and earnestly support the nominee of said Convention, whoever he may be.

Resolved, That the Chairman of this meeting appoint a suitable number of delegates from each Captain's District to represent Sampson County in said Convention.

Whereupon the Chair appointed the following delegates:—Amos Herring, Thomas H. Holmes, George H. Daugherty, Wm. K. Slocum, J. P. Treadwell, Julien P. Faison, Bluman H. Crumpler, J. B. Cox, J. B. Melvin, Alex. Benton, Kilbee Lassiter, Wm. Bowden, Wm. P. Hobbs, I. W. Lane, Richard Herring, John Royal, J. D. Parker, M. J. Faison, Murdoch Whyte, Isham McLamm, Nathan Starling, J. T. Mathis, John Colwell, T. J. Boykin, and Isaac Boykin.

On motion of Col. B. Stith, the Chairman was added to the list of delegates.

On motion, it was

Resolved, That the thanks of this meeting be tendered to the Chairman and Secretary for the able manner in which they have performed their respective duties.

Ordered, That a copy of the proceedings of this meeting be forwarded to the Editor of the Wilmington Journal, with the request that they be published, and the other Democratic papers in the State copy them.

On motion, the meeting adjourned sine die.

PATRICK MURPHY, Chn.

A. A. McKoy, Secretary.

How it PAYS.—We learn from the proper source, that at the toll gates which have been erected since the 12 miles of Plank Road in travelling order, \$4 per day have been received, making about 7 per cent. per annum. We should say that was encouraging.

North Carolina.

Thirty-First Congress—First Session.

FRIDAY, APRIL 26.—SENATE.—Not in session.

HOUSE OF REPRESENTATIVES.

The House was engaged in the discussion of the Joint Resolution reported yesterday by the committee upon Naval Affairs, authorizing the President of the United States to accept and attach to the Navy, the two vessels offered by Mr. Henry Grinnell, of N. York, to be sent to the Arctic Sea in search of Sir John Franklin and his companions. After a long debate, the resolution was passed by a vote of 94 yeas to 45 nays, and after an ineffectual attempt to take up the census bill, the House adjourned until Monday.

MONDAY, APRIL 29.—SENATE.

The Senate took up and passed a bill enabling the President to negotiate with the Indians South and West of the Missouri river, to the northern line of Texas, embracing the Indians of the mountains, and including those of New Mexico.

Mr. Benton submitted a resolution directing the Secretary to contract with some Printer to do the public printing, which has not been done according to contract. The resolution lies over for one day.

The Senate took up the bill granting the right of way and making a donation of land to the State of Illinois, for the purpose of aiding in the construction of the Central Railroad in that State. A long discussion ensued between Messrs. Douglas, Dawson, Cass, Bradley, Butler, Foote, Shields, Dodge of Iowa, Walker, Clay and Seward, in which the general subject of the power of Congress over the public lands was considered. Without disposing of the bill the Senate adjourned.

HOUSE OF REPRESENTATIVES.

The rules were suspended, on motion of Mr. Cobb, for the purpose of enabling him to offer a resolution to make the special order for the third Tuesday in June, a bill granting bounty land to the soldiers of the war of 1812, the Seminole war, and all previous wars not provided for by law. The resolution was adopted.

Mr. Wentworth introduced a resolution for the appointment of a select committee of nine to investigate the subject of the public printing, to inquire whether adequate prices are paid; whether the printing is delayed to extort extravagant prices; whether all the presses are in operation; whether there is any combination to break up the contract system; and whether the public Printers, or their securities are parties to it; whether the work is done according to contract, &c. The resolution was agreed to.

The House then went into committee of the whole on the state of the Union on the census bill, and after some time spent in discussion, the committee rose and the House adjourned.

THE FAMILY OF MR. CALHOUN.—The Washington

correspondent of the New York Globe has the following interesting reference to the lamented Calhoun:

Mr. Calhoun has left a wife, now in Charleston, and a family of four sons and two daughters to mourn his loss. His eldest son, Andrew, is a wealthy planter in Alabama; Patrick, the second son, is in the army, and a member of Gen. Gaines' staff. The third son, John, who was named after him, and who was with him when he died, is a physician; the youngest son, William, is now pursuing an undergraduate course of study at college. One of his daughters, Ann Maria, is the wife of Mr. Clemens, our Charge d'Affaires at Belgium, and the other has always remained at home, having long been afflicted with a spinal affection. The family of Mr. Calhoun are left in affluent circumstances, his property being estimated at \$100,000. He married early in life, his now bereaved partner, a lady of fortune, a cousin—bearing the same name which he has rendered illustrious.

THE NEW CENSUS OF MONTREAL shows a population of 48,217. Increase since 1844, 9,222.

We are happy to learn that Col. AARON F. MOSES, of this county, has been left heir to several millions of dollars in England.—*Goldboro' Telegraph.*

TEMPERANCE CELEBRATION.—The Independent

of Rehoboth, of Wilmington, with visiting Brethren of Topsisal Tent, of New Hanover county, celebrated the Anniversary of the North State Tent, the first that was formed in North Carolina, on Saturday, the 27th of April. The procession was formed at their Tent Room at half past 9 o'clock, A. M., from which they proceeded in full regalia, headed by a Band of Music, to the Methodist Protestant Church. There, after the reading of the Scriptures, and the singing of a Temperance Hymn, prayer was offered by Rev. A. P. Repton, and after the singing of another Temperance Hymn, an address was made by Rev. Mr. Brent, Principal of Topsisal Academy. The speaker made no attempt at display; but in a plain, chaste style, presented the principles of the Order, with arguments in commendation of them. At the close of the address, another Temperance Hymn was sung, after which, prayer was offered by Rev. Mr. Whitaker, Pastor of the Church. The exercises were then closed with the Doxology and Benediction.—*Intelligencer.*

SHAWL SALE.—The New York Express, of Tuesday evening, says:

"The camel's hair shawl sales took place this morning, at Niblo's ball-room. The prices struck us as very low, ranging in the neighborhood of one hundred dollars. Many sold as low as fourteen or fifteen dollars. Few or none of the shawls were purchased by ladies, all going into the possession of the merchants. Many of those present were from the Southern States."

STRENGTH OF CUBA.—A correspondent of the N. Y. Herald, speaking of the ability of Spain to hold possession of the island of Cuba, says she is sufficiently potent to crush any petty or ill advised attempt at invasion. He considers that to attempt a descent upon the island with a force less than five thousand reliable men, would be one of the wildest, most insane and quixotic undertakings of the age, and one from which great suffering, if not death, must accrue to those engaged, while the inexorable and grinding tyranny now practised on the miserable inhabitants, would be increased one hundred fold.

INTERESTING INCIDENT.—A humble, but worthy citizen of Abbeville, named Larkin Carter, influenced by a devoted attachment to Mr. Calhoun, came to this city, on foot, the whole distance from his place of residence, to unite in the recent demonstrations of grief for the loss and honor to the memory of our beloved and lamented Statesman. On Thursday night, he made his appearance at the City Hall, and was respectfully asked the privilege of being a part of the midnight watch over the body of the illustrious dead, which having been granted him, he performed two faithful and sleepless vigils, and never left the spot, until the beloved remains were removed for sepulture. By request of the Body Guard of 200, he was, we learn, placed, by his Honor the Mayor, among the guests of the city, and awarded its hospitality.—*Charleston Courier.*

THE ATLANTIC.—Punctual to the time, the steamship Atlantic left her dock this afternoon on her first voyage to Liverpool, with a full complement of passengers. The departure of a steamship is now a novel matter in New-York, and ordinarily does not attract very general attention. This case, however, appears to be an exception, for no small proportion of the city population had assembled on the Hudson river side upon the occasion. There were large numbers of persons in Castle Garden and on the Battery, and as far up the river as a good view of the vessel could be obtained, the piers were crowded and the rigging of the vessels clustered with spectators.

The Atlantic passed the Battery at about half past 12 o'clock, going at a very rapid rate, and apparently gaining considerably on two steamers which had preceded her, well filled with passengers, with the intention, we presume, of acting as an escort to the *lower bar*, she passed at some distance from the land, but still near enough to afford a good view of the noble vessel. She sat very high out of the water, and appeared to move through it as if it offered but little resistance to her progress, the foam at her bow being scarcely perceptible. She has every indication of a vessel of great speed, and we shall feel much disappointed if the present passage, no adverse accident occurring, does not prove her to be.

From the Charleston Mercury, April 27.

Obsequies of Mr. Calhoun.

Our city has passed through a scene that will never be forgotten by those who witnessed it. Grandeur displays have been often made, but the feature of this ceremonial was that, it absorbed the whole thought, soul, and presence of the city. All shared in it, and Charleston was as one house of mourning. The outward aspect of the city on Thursday was very striking. Through the whole line designated for the procession, a distance of more than two miles, the public and private buildings were draped with mourning, and at many points presented a singularly impressive spectacle. On this line of streets also was gathered, early on Thursday, nearly the entire population of Charleston,—at many places in immense throngs, but everywhere, grave, orderly, and almost noiseless. Other parts of the city were deserted, and one could walk the whole length of a street, meeting scarcely an individual, the houses and gates all closed, and stillness reigning absolute. The intensity and universality of the feeling, which dominated all other interests which removed all traces of the common avocations of life, which permitted only itself to have place and expression, was that which gave to the ceremonial so strange a solemnity at the time, and will impress it so indelibly on the memory of those who participated in it.

There was another feature of this memorable occasion, the importance of which to the grace and dignity, and consequently to the impressiveness, of the ceremonial, cannot be over-estimated. Very much was attempted. The programme of the movements and ceremonies was complicated and made up of many parts. Yet there was no confusion, no omission, no mistake to mar the decency and completeness of any part. All was done as had been arranged, and a plan that was complicated and difficult in the reading, unfolded itself so harmoniously as to appear perfectly simple in the performance. This is the highest praise of those public functionaries and good citizens who gave their thoughts and labor to the ordering and directing of the ceremonies.

The arrival of the steamer *Nina*, bearing the precious remains of our beloved Statesman, was a beautiful and touching commencement of the solemnities. The *Nina* and her most appropriate and fittingly fitted up for this mission, and brought from Wilmington the remains, with the several Committees that accompanied them. On her arrival at the bar, the *Metamora* and the *Pilot* went out to meet her. The mail steamer *Gov. Dudley*, and the Revenue Cutter also joined her; and the whole, with slow and measured movement, their colors at half-mast, and the Cutter firing minute guns, passed up nearly the entire length of the city to the landing place at the foot of the city. The Committee of the Senate, having in charge the remains of Mr. Calhoun, were Messrs. Mason of Va., Berrien of Ga., Davis of Miss., Dickinson of N. Y., Clarke of R. I., and Dodge of Iowa. With them, by invitation, were Messrs. Venable of N. C., and Holmes of S. C.

At the landing place the Special Guard of Honor took charge of the remains, and bearing them up from the boat, placed them in the funeral car provided for the ceremonial. A detachment of the military, consisting of the Marion Artillery, and German Fusiliers and the Washington Light Infantry, all under command of Capt. Manigault, formed the escort of the funeral train to the Citadel Square. The Evening News furnishes the description of the hearse, or magnificent funeral car, which was drawn by eight horses clothed in mourning, and each held by a guide:

"The hearse at the base was sixteen feet long, ten feet wide at the front, with a raised platform at the base; twelve pillars springing from this platform, and surmounted by a cornice twelve inches deep. The ridge of the roof was elevated two feet, finishing off with plumes four feet high—making the whole height from the ground to the top of the plumes twenty-three feet.

"The hearse was covered within six inches of the ground with heavy folds of black cloth, with deep fringe at the bottom, and black and white twisted cord on rolls of black crepe at the top with festoons of black and white crepe hanging from rosettes of crepe. The elevated platform was spangled in a curve on the base with deep festoons of black crepe, secured by cords with heavy black tassels. The eight pillars were covered with black crepe, made loose, and tied up at intervals with rolls of white crepe. The above platform inside the pillars was elevated by three steps, the whole covered in black, with twisted black and white cord at the intersection of the steps, and on the top of the steps were placed the coffin, which was partially covered with a pall of black velvet, with borders of deep black silk fringe, and a Palmetto worked in silver in each corner and centre.

"The ground work of the cornice was black, with silver bands or mouldings around the top, and ornamented at the bottom of the frieze with silver stars, placed at intervals. The arms of the cornice were gilded in silver, on shields with black ground and silver borders, ornamented the centre of the two sides; these shields were draped with black crepe. The corners were surmounted by eight black plumes, one over each pillar, supported by silver balls; the bases of the plumes were heavy folds of black crepe. The angles of the roof were covered by silver balls ornamented at the top with a silver ball, on which was secured the central plume, which was composed of black ostrich plumes, and heavy pendants of black crepe."

Between 12 and 1 o'clock the cortege reached the Citadel Square. Here the various parts of the procession had assembled and were appropriately arranged, occupying, with intervals, the entire square; while an immense throng of spectators filled the surrounding streets and every point from which a view of the ceremonies could be obtained.

On the arrival of the bier at the Citadel Yard, the body was formerly delivered over to the Governor of the State by the Hon. John Y. Mason, Chairman of the Senate Committee, and by the Governor to the Mayor of Charleston. In the course of his reply to Mr. Mason, on receiving the surrender of the honor